The A. F. of L. Weekly News Letter contains a brief summary of important matters affecting labor, according to the industrial, legislative, and judicial fields, and such information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS LETTER

Entered as second-class matter September 10, 1912, at the Postoffice at Washington, D. C., under the act of August 24, 1912.

AGITATE! EDUCATE! ORGANIZE!

VOL. 5. NO. 52. WASHINGTON, D. C., SATURDAY, MARCH 25, 1916. WHOLE NO. 260.

$736.95 FOR FAMILY MEANS SCANT LIVING

Washington, March 25.—A. F. of L. Legislative Representative Arthur E. Holder told the house committee on labor that $736.95 a year will permit a family of five in the District of Columbia to purchase a bare existence and that these figures do not provide even for a street car ride on Sunday afternoon.

Representative Holder urged the committee to favor the Nolan bill which provides for a $3 a day minimum for government employes. The unionist presented figures to prove the contention that even $3 a day guarantees only a decent living in the nation's capital, and he handed the committee the following budget exhibit of things that are absolutely necessary without pauperization and dependence on charity:

FAMILY OF FIVE.

Three meals a day per individual at 5 cents a meal, 75 cent a day..	$273.75
Rent, $20 a month	240.00
Clothing—	
Man, 1 suite a year, $15 a suit—no overcoat	20.00
Man, 3 suits undergarments, $1 each	3.00
Wife, 1 suit and 1 cloak.....	25.00
Wife, undergarments, 3 suits, $1 a suit	3.00
3 children, clothes	20.00
Stockings and other essentials for family	9.00
Shoes for husband and wife.....	10.00
Shoes for children	15.00
Repairs for shoes	2.00
Coal, $7 a ton	49.00
Soap, 10 cents a week	5.20
Miscellaneous items	10.00
Floor covering, new bedding, replacement of crockery and furniture	20.00
Towels, window shades, minor repairs, umbrellas, etc	15.00
Total for one year.....	$736.95

"You observe that I have left out every form of luxury," explained Mr. Holder. "Receiving $736.95 a year, there would be nothing on which to educate the workingman's family, no tobacco, no candy, no books, no Sunday school contributions, nothing for the children, no newspapers, no movies, no lodge dues, no insurance, no postage stamps, and no doctor's fee—for, of course, the only essential diet purchased for 75 cents a day a family of five would run no chance of ever getting sick. Moreover, the family must remain stationary—no births, no deaths, no accidents, no medicine, no doctors.

"In regard to the 75 cents a day for food for a family of five, if there is a woman in the District of Columbia who can buy the food for that family with 75 cents, I will wish to say that she has all the greatest financier in America."

ANTHRACITE MINERS WIN TWO VICTORIES

Hazelton, Pa., March 25.—A big victory for anthracite miners was secured last week when Charles P. Neill, umpire of the conciliation board, serving under the operating companies that they must abide strictly by the award of the strike commission of 1903 and by subsequent wage agreements. The two rulings are against the Parsen Brothers & Co., Mt. Jackson, and will result, it is estimated, in back pay amounting to over $8,000, as the cases have been pending for some time and the back pay will date from the time that the grievance was placed before the board. The Parsen company is notified that under the agreement it has contract relations that it cannot change. The rates provide for $9.91 per yard for coal cutting. This was reduced to $5.61 by the company.

In holding for the mine workers, Umpire Neill declared that the company had completely failed to meet the claims of the workers, and that the company officials were even ignorant of the terms of the agreement. On this point, he said:

"The replies of the superintendent were in such flat contradiction to conditions shown by the rate sheet as to create the impression that the representatives of the company, who were conducting its case, were decidedly unfamiliar with the terms of the arbitration award and the subsequent agreements under which they are assumed to be carrying on their operations."

PAPER MAKERS REDUCE HOURS.

Kalamazoo, Mich., March 25.—Five paper mills have granted the eight-hour day to all their employes without a strike. These employes perfected an almost 100 per cent organization and were prepared for a struggle, demands when the company reduced hours voluntarily. This city is one of the strongest in the A. F. of L. organization and paper makers are confident that other mills will follow suit, making an eight-hour day in the paper mills universal.

The granting of the eight-hour day in Kalamazoo means a reduction in working hours from 12 to eight with no reduction in pay. Thorough organization made this possible.

Hamilton, Ohio, March 25.—The Champion Coated Paper company has accepted the eight-hour day. This plant is not organized. It was, several years ago, when the paper makers secured eight hours after a short strike. At that time the president of the company refused to sign an agreement with the union. He said his word "was as good as his bond." The pledge was accepted and the workers permitted their union to stay in. In less than a year the plant was back on the 11 and 12-hour basis and the union only a memory. Eight-hour successes of the Paper Makers' union elsewhere has forced the local paper company in line.

MINIMUM WAGE LAW ILLEGAL.

Detroit, Mich., March 25.—Judge Frank Davis of Ionia county has ruled that the Detroit minimum wage ordinance amendment is illegal. This legislation was initiated by the local federation of labor and was made a part of the municipal organic act last spring by the voters. It provides that a charter amendment. It provides that city employes shall work only eight hours; that common labor receive $2.50 per day and that skilled mechanics shall receive the highest prevailing rate in that particular work.

Despite the emphatic vote this legislation received, municipal authorities have not looked upon it with favor and now Judge Davis rules that the amendment is illegal because it "did not lie on the table before the common council for 20 days before being voted on," and that the amendment was not placed before the governor before being submitted to the voters.

REAL PREPAREDNESS.

San Francisco, March 25.—Editor Barry of the Weekly Star calls attention to one "preparedness" strike first meant, continually urged by President Gompers, and which is overlooked by those anxious who talk of "defending this nation."

"Any rational program for national efficiency and economy must take first account of the human resources of the State; must include measures for assuring an efficient population—healthy, educated men and women.

"When the state of Georgia, for example, permits the employment in the manufacturing industry of one out of all its children between the ages of ten and fifteen, it is committing an act of injustice, not only against itself and its children but also against every other child in the United Station. Defense against internal dangers is quite as necessary as defense against external dangers."

BRIDGE EMPLOYES WIN.

Buffalo, N. Y., March 25.—About 300 employes of the Lackawanna Bridge company struck when eight men in the tonnage department were discharged because they urged time and one-half for overtime. The other workers formed a "Bridge Makers' union and affiliated to the American Federation of Labor. After the strike had been on for a short moment, the following was agreed to: All employes reinstated, time and one-half for overtime, 50 hour week, minimum of 61 hours, 19 per cent wage increase for all employes, grievances to be adjusted by a committee of six employes and the general superintendent, a one-year agreement.

RAISE LIMIT FOR P. O. BANK

Washington, March 25.—The senate has passed the house bill amending the postal savings bank law so as to increase the individual deposit maximum from $1,000 to $2,000, with interest, and an additional $1,000, without interest.

The bill was intended to permit deposit of postal saving funds in state and national banks, regardless of affiliation with the federal reserve system, and to provide increased compensation to parcels post carriers on account of the weight increase.

PULLMAN EMPLOYES STRIKE.

Chicago, March 25.—Several hundred employes of the Pullman Car company at Pullman struck yesterday morning, demanding 25 cents an hour. They have been receiving 20 and 21 cents. Twenty-seven are unorganized, but are headed by trade unionists.

BARBERS ORGANIZE.

Altoona, Pa., March 25.—Barbers in this city have organized and affiliated to the Journeymen Barbers' International union.

Railroad Employes Defend Eight-Hour Demand; Public Would Gain by Faster Freight Service

Cleveland, March 25.—The technical side of freight transportation is treated in a simple manner in a statement issued by the four railroad brotherhoods, whose members are demanding an eight-hour day.

Reasons for the inevitable delay of certain classes of freight is shown, and these workers insist that if hours are reduced there will be a saving which the public would also profit because quicker freight service would result.

The statement follows:

"A great deal has been said about the inability of the railroads to grant the eight-hour day to railway train crews and switchmen, and a few facts bearing upon the necessity of a shorter work day are here presented.

"The unit of wage payment is now based on the moving of rolling stock 100 miles per 10 hours, or 10 miles per hour. The men are now asking for eight hours or 12 1-2 miles per hour, 100 miles in eight hours, and time and one-half for overtime after eight hours.

"The railroad companies, as well as the public at large, would be benefited by the change. All trunk lines centering in large terminals have so-called merchant freight, leaving these terminals each night, hauling from 1,200 to 1,300 cars of freight, which is called fast freight service. These trains travel over distance up to 500 miles per day, an average of an eight to 11 hour basis. In many cases the so-called drag or dead freight train, hauling from 60 to 80 cars, probably three hours ahead of these manifest or fast freight trains, are passed on the road, and the dead freight, bound for destination in eight or nine hours, while the dead freight is often caught by the federal 16-hour law and has to be cut by eight hours' rest before getting into division or terminal points.

"If one train can be sent over a division of say 140 or 150 miles in eight hours, there is no just reason why the same class engine, with another train, should put in 14 or 16 hours over the same course. Take, for instance, crews on dead freight service, or what is commonly called 'slop freight.' Out of 24 hours they are often 14 hours on the road. They spend one hour after they get in, washing up and looking after the engine, and then are ready to go home to wife and family, tired and sleepy. After eight hours they are given a two-hour call at the end of the rest period to go another 14 or 15-hour trip. These men spend 1 1-2 hours with their families, which is not enough time to even get acquainted with them, as they have practically no time at home.

"These men know no day or night, have no Sundays—simply a steady grind, until they are worn out and have to lay off; and in many cases this boon is refused. If these men were worked eight hours they would be more competent workers on account of having more rest, would be better citizens on account of having more time to think upon public minds, more time to study the economic questions that are of vital importance to their own and the community's welfare, and they would, therefore, be more intelligent voters. On the same basis the company would be the gainer by always having a fresh man going on duty at eight hour periods, and would be less troubled by men asking for layoffs for the purpose of getting some rest. The public would be the gainer by the faster moving quicker service on dead or 'slop freight.'

"For example, take a car of bananas, shipped say from New Orleans to St. Louis, which goes through in 36 or 38 hours. But if dead freight or local trains occupy almost three weeks getting the same distance; in other words, dead freight is moving in the United States on an average of about one mile per hour when it should move practically as expeditiously as any other commodity.

"The statement has been repeatedly made that the men do not want an eight-hour day, but are simply after an increase in wages. This absurd statement has no basis in fact, as the men do not want the overtime, and the only way to stop the working of the men overtime is to put a penalty on the use of overtime, so that the railroads would move trains more expeditiously and be more saving in their use of the men's overtime work. Pay for overtime to the worker is blood money, as this money is made at the cost of the men's rest, sleep and rest, and digs at his very vitals, and makes him old before his time.

"Give railway train service men eight hours' work, eight hours' sleep and eight hours to pass with their families and they ask for no overtime and no so-called exorbitant pay.

"The manufacturers and shippers are constantly brought face to face with car shortages throughout the United States, which condition is largely brought about by slow transportation of so-called dead freight. If cars loaded with this dead, or slow moving freight, were handled more rapidly to destination, unloaded and returned to service, the company would earn a greater revenue on each car, which increase would offset any such additional expense the company would sustain in making the change. Keep the trains moving by giving them the amount of tonnage they can handle over the division and it will be seldom that the trip cannot be made in eight hours.

"There is no good, logical reason why railway and train service men should not be given the same humane consideration the federal 16-hour law was enforced the companies worked the men 29 or 30 hours, but if the men refused to work as effective they found they could get the trains through in 14 or 16 hours, and they will find this can be just as easily cut to eight hours as it was from 30 to 16 hours. It rests entirely with the operators of the company officials with the men to make an eight-hour day on railroads a blessing, and not a curse to humanity, shackles off of 300,174 railroad men in the United States now calling for relief."

MINERS' CHIEF PROTESTS.

New York, March 25.—President White of the United Mine Workers of America issued a public statement in protest against claims of certain newspapers that the miners are making demands for additional tax of $22,000,000 on the public.

"I want to protest against the constant repetition of the statement that Governor White. "The miners know it is not true, and the object of repeatedly publishing it can only be to create a prejudice the public against the claims of the men who are trying to better their conditions.

"I could cite facts at great length to prove that the anthracite operators are in control of the mines, and both earning very large profits. The statement filed by the operators' case in the interstate commerce commission, in their capacity as owners of anthracite railroads in the anthracite region, discloses during the past year, asserts that the mine operators are making very large profits, and proves conclusively that the coal can be increased without inflicting hardship on the coal-using public."

EFFICIENCY DEFINED

Washington, March 25.—At the anniversary banquet of the Efficiency society, Samuel Gompers, president of the American federation of labor, Secretary of Labor Wilson said:

"The only limitation which the American labor movement has placed in the way upon the productive capacity is that it must not be artificially compelled or induced; that no man must use the labor of man and man's energy for the purpose of forcing him to do more than he normally would; that you must not so construct compensation system that man will be induced to do more than he normally would; that you must not so construct compensation system that man will be induced to do more than he normally would; that you must not by these compensations create a condition within the past year, asserts that the mine op-

MINERS TO VOTE ON NEW SCALE.

Pittsburgh, Pa., March 25.—The wage scale committee of the United Mine Workers' union and the bituminous coal operators' association, Pennsylvania, Ohio, Indiana and Illinois, was ratified by the union's policy committee and it will now be submitted to a referendum vote of the mine workers.

The following are features of the new scale:

Universal mine run, Illinois, 3 cents per ton increase for machine mining; Indiana, Indiana, 3½ cents per ton increase machine mining; 3 cents pick mining. Ohio, 2 cents per ton increase machine mining; 2 cents per ton increase on yard and dead work. Day scales increased 5 per cent.

GET $9.34 A WEEK; STRIKE.

Philadelphia, March 25.—Unorganized employes of the Bristol mills are striking to enforce a wage demand of $11 a week. They have been receiving $10 and a court decision that it is impossible for them to support a family on those rates. The mills are owned by Joseph R. Grundy, president of the Pennsylvania Manufacturers' association. Mr. Grundy led the fight against the child labor law, passed by the last legislature, and the strike he now faces would, it is said, be his answer to sons to oppose child labor legislation than the fear that children will acquire the habit if they are taken from mills, mines and factories.

BIG EARNINGS IN STEEL.

New York, March 25.—The annual report of the United States Steel Corporation shows that during 1915 this concern earned $140,256,000, or an increase of $53,803,548 over the year before.

The annual report of the Bethlehem Steel corporation shows a net income for 1915 of $17,762,812.12, as against $3,250,000.15 in 1914. Dividends of 7 per cent on the preferred stock, as against 3½ per cent in 1914.

WAITERS SECURE CONTRACT.

Fort Worth, Tex., March 25.—Differences between restaurant proprietors and the Waiters and Waitresses' union have been adjusted by an agreement under which advances has been signed and the union's membership has increased nearly 100 per cent.

SECURE EIGHT-HOUR DAY

Detroit, Mich., March 25.—Two hundred employes of the American Electrical Heater company have reduced hours from ten to eight with a 10-hour wage after a four days' strike. The workers, both men and women, are organized.

R. R. SHOPMEN RAISE WAGES

Washington, March 25.—Wages of shopmen employed on the southeastern railroads have been increased as the result of conferences between representatives of these roads and the A. F. of L. railway employes' department. The wage general increase range from 1 to 3 cents an hour, and wages of skilled workers made uniform on the established month.

Rates for car repairers, car painters, planing mill machine workers, truck and bolster workers, engine repairers and air brake cleaners, adjusters, and inspectors, etc., will be increased 1½ cents an hour. Helpers and laborers and helpers are also increased.

"The adjustment is the most extensive general increase ever secured by the A. F. of L. railway employes' department, and was made possible after almost continuous conferences that started last January.

"The agreement was signed by the executives of the following international unions: President Wharton, A. F. of L. railway employes' department; President Johnston, machinists; President Franklin, boilermakers; President Ryan, car men; Vice President Dolan, blacksmiths; Vice President Van Dornes, blacksmiths.

"The following railroads are parties to the agreement: Atlantic Coast Line; Chesapeake & Ohio; Central of Georgia, Cincinnati, New Orleans & Texas Pacific and Alabama Great Southern; Georgia Southern & Florida; Vicksburg, Shreveport and Pacific; Mobile & Ohio; Norfolk & Western; New Orleans & North Eastern; Richmond, Fredericksburg & Potomac; Seaboard Air Line; Southern Railway, and the Virginian.

TOLEDO STREET CAR MEN UNION

Toledo, Ohio, March 25.—Street car men of Toledo, after a struggle over their 18 years' fight for the right to join a trade union has been won. About 1,000 motormen and conductors have affiliated, officers have been elected and it is predicted that within a short time the membership rolls will include every eligible name.

In 1895 these workers organized Division No. 9, and increased wages, shortened hours and compelled the company, through arbitration, to end its practice of working men on established month.

Three years later the company disrupted the union by establishing welfare plans, a spy system and a relief association controlled by superintendents. The local union was reorganized under the officers of the Amalgamated Association of Street Car Men, have conducted a contested election for officers, which the local officials of the Amalgamated Association of Street Car Men, have conducted a contested election for officers, which the union. During these years President Mahon, Treasurer Rein Orr and the local union officials, with Secretary-Treasurer association, Al Behner, were assaulted by company thugs. Orr was blackjacked and Behner was brutally beaten and the sight of one of his eyes destroyed.

The agitation was continued, however, and in 1913 Governor James M. Cox, organizer McMorrow and Business Agent O'Sullivan of Toledo Central Labor Union launched the new organization, which is another illustration of the persistency of trade unionists.

ARIZONA OFFICIALS PRAISED

Phoenix, Ariz., March 25.—In resolutions adopted by the executive committee of the Arizona state federation of labor, Governor Hunt and Sheriff Cass are commended for their refusal to permit the importation of strikebreakers and pronouncing the recent strike of copper workers.

The resolutions declare that "such action is an abuse of power of a state and a county sheriff sets a new and praiseworthy precedent in the settlement of industrial disputes, which may worthily be followed by other governors and sheriffs throughout the United States."

The unionists call attention to the fact that "the loss of wages and time destroyed during the five months' strike of these 5,000 workers, who have resided in Arizona, a million dollars, which condition is largely brought about by slow transportation of so-called dead freight. If cars loaded with this dead, or slow moving freight, were handled more rapidly to destination, unloaded and returned to service, the company would earn a greater revenue on each car, which increase would offset any such additional expense the company would sustain in making the change. Keep the trains moving by giving them the amount of tonnage they can handle over the division and it will be seldom that the trip cannot be made in eight hours.

"There is no good, logical reason why railway and train service men should not be given the same humane consideration the federal 16-hour law was enforced the companies worked the men 29 or 30 hours, but if the men refused to work as effective they found they could get the trains through in 14 or 16 hours, and they will find this can be just as easily cut to eight hours as it was from 30 to 16 hours. It rests entirely with the co-operators of the company officials with the men to make an eight-hour day on railroads a blessing, and not a curse to humanity, shackles off of 300,174 railroad men in the United States now calling for relief."

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ANNOUNCE LABOR PARTY.

Chicago, March 25.—The Illinois State Federation of Labor has announced that a labor party will be launched at a state convention to be held in Springfield, April 25.

LOCAL UNION NOTES.

Bricklayers' union No. 21 of Chicago has secured the eight-hour day.

Bricklayers' union No. 1 of Chicago has secured the eight-hour day.

Bricklayers' union No. 56 of Chicago has secured the eight-hour day.

Bricklayers' union No. 7 of Chicago has secured the eight-hour day.

Bricklayers' union No. 11 of Chicago has secured the eight-hour day.

Bricklayers' union No. 15 of Chicago has secured the eight-hour day.

Bricklayers' union No. 18 of Chicago has secured the eight-hour day.

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Bricklayers' union No. 11 of Chicago has secured the eight-hour day.

Bricklayers' union No. 15 of Chicago has secured the eight-hour day.

Bricklayers' union No. 18 of Chicago has secured the eight-hour day.

WIRE MEN RAISE WAGES.

Joplin, Mo., March 25.—Electrical workers have won their strike against the Empire District Electric company. A one-year agreement has been signed. Wages are increased 45 cents a day and the company agrees not to discriminate against men because of union affiliation. These workers recently organized under jurisdiction of the International Brotherhood of Electrical Workers.

WILL ADDRESS STUDENTS.

Providence, R. I., March 25.—President Gompers will address the students of Brown university next Tuesday.

New York, March 25.—President Gompers has accepted an invitation from the Economic Club of Columbia university to deliver a lecture to that body on Thursday, March 30.

SHEET METAL WORKERS GAIN.

Wheeling, W. Va., March 25.—A contract has been signed by the Master Sheet Metal Workers' association and the Sheet Metal Workers' union. The latter has made the following gains: During 1915 wages are increased from $2.60 to $4 a day; during 1916 they will be $4.25; eight hours for five days and a Saturday half holiday.

STATE COSSACKS FAVORED.

Albany, N. Y., March 25.—A mounted state constabulary to relieve the national guard from many doleful duty was urged at a conference in Governor Whitman's office by a delegation that insisted the state "should lift the restriction that now keeps so many young men out of the militia." The delegation headed by Whitman suggested a state police bill be introduced in the legislature to "test public opinion."

TEAMSTERS ADVANCE.

Scranton, Pa., March 25.—Union shop contracts have been signed by the Teamsters' union and the coal operating companies of this city. The work day will be nine hours and a 54-hour week, with time and one-half for all overtime, and work ends on Saturday at 5 p. m., with Sunday care for horses abolished. The following wage rates are agreed to: Drivers of two horses, $15 per week; single team, $13; chauffeurs, $15; barn men, $15 for a week of 10 hours.

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NON-UNION BAKERY IN FOLD.

St. Louis, Mo., March 25.—The McKinney Bakery company has signed a contract with Bakers' union No. 4 and the Bakery Employes' union, following a short strike of the latter organization. This concern has opposed organized labor for 15 years.

SIOUX CITY BAKERS UNITE.

Sioux City, Iowa, March 25.—Bakers in this city have organized with a large membership. There is a strong union sentiment that is sweeping this section.

OSHKOSH CARPENTERS WIN

Oshkosh, Wis., March 25.—About six weeks ago the Paine lumber company laid off 150 employes who were active in the Carpenters' union. A strike involving 1,000 men followed. Last week the dispute was settled satisfactorily to the carpenters, who returned to work. The union and shop are intact. The company has been in the hands of a receiver for about a year.

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INJUNCTION JUDGES DENY FREE SPEECH

Chicago, March 25.—"It may seem strange that the question whether peaceful picketing is legal in some of our states should have to be seriously discussed at this late day," says the Illinois State Federation of Labor Weekly News Letter.

"Have not American citizens the fundamental rights of free speech, moral suasion and the like? What is peaceful picketing? Nothing but another name for the exercise of these rights. To use the public streets, to move about peaceably, to approach and present facts and arguments to fellow workers, or would-be workers, in search of jobs—this is peaceful picketing. How can it be illegal?

"In all states where peaceful picketing is enjoined and punished by judges without sanction of organic or statutory law the need of persistent education and agitation of the question is most urgent. Organized labor cannot surrender this right in a single state.

"In Illinois the situation is very peculiar. In recent cases, Chicago judges have held flatly that, no matter what they might personally think under 'old' supreme court decisions—in truth, more dicta—they are compelled to issue writs and every kind of picketing. In other words, in the state of Illinois, they say, there is no such thing, in the eyes of the law, as 'peaceful picketing.' Not even a single employe may talk to one of a factory or shop whose employes are on strike for the purpose of quietly presenting arguments or facts to misled applicants for jobs.

"Why? Because the judges say that some pickets are not peaceful in appearance; that some pickets use abusive epithets. Because some pickets walk in groups of more than two. Because they intimidate certain workers; that peaceful picketing is sometimes a 'pretense,' the real purpose being unlawful, unjust and lawless, designed and calculated to injure the workers, from every standpoint, existing their right to work where they please.

"This is singular logic. Is an innocent man to suffer and have his legal rights taken away from him because another man has overstepped the bounds of the law? Is peaceful picketing illegal because some persons call violence peaceful? Violence in any case is illegal. Then why not make peaceful picketing legal and hold to an accountability under the general statutes growing out of those who engage in violence?"

MINER RELEASED ON BOND.

Trinidad, Col., March 25.—Louis Zancanelli, a member of the United Mine Workers of America, was released on bail bond of $10,000 from the county jail, where he has been confined for over two years on murder charges growing out of the miners' strike. He is charged with killing George Belcher, a Baldwin-Felts detective. He has been in jail for the third time since the strike began. He has served a part of them, has witnessed a renewal along this line.

The Waddell strike agency has been given a fine 'bump' in that city. It recently left the city with its tail between its legs. The lawsuits brought against the men have only served to increase the public sentiment against the agency. Even when it is said today that the strike has been won by the trolley men, it is to enlarge upon it.

"Decent people of Wilkes-Barre and the other towns have no use for scabbers and spies. They will treat them concisely during the winter and now that the days are longer and the silver moon continue to walk or ride the jitneys."

CAR MEN WIN BY ARBITRATION.

East Liverpool, Ohio, March 25.—A board of arbitration has awarded substantial wage increases to street car men employed by the Youngstown and Ohio River railway company. The workers are members of Division No. 62, affiliated to the Amalgamated Association of Street Car Men. The board's decision means that 75 per cent of the employes are given a nine hour increase and 10 per cent 2 cents an hour increase. The arbitrators decided that the increase should take effect for two years, dating from January 1, 1916. Other lines in this vicinity are expected to meet this scale in their contracts this spring.

CLERKS WAIVE JURISDICTION.

Washington, March 25.—As a result of conferences at A. F. of L. headquarters between representatives of the A. F. of L., and the international unions of longshoremen and railway clerks, the following agreement was reached:

"Where men are employed in marine warehouses, their work consisting of moving freight to and from marine warehouses to cheap water vessels of seaboards and the great lakes, the Brotherhood of Railway Clerks concedes jurisdiction over such work to the International Longshoremen's association."

FAVOR REMEDIAL LEGISLATION.

Little Rock, Ark., March 25.—The legislative demands of the Arkansas state federation of labor include 28 proposals. Protection to workers in industry is urged, as is a workmen's compensation law, boiler inspection, old-age pensions, perfection of the initiative and referendum by restricting the "emergency clause," a state printing plant, recall of all elective officers, women's suffrage and a more secret ballot in political elections.

TEAMSTERS SECURE CONTRACT.

Seattle, Wash., March 25.—A three-year contract has been signed by the Teamsters' union and the Team Owners' association. Three years ago these employes struck for recognition. The Teamsters' union, which resulted in one of Seattle's most serious industrial disputes. The employers have conceded to do business along twentieth century line.

STEEL EMPLOYES WIN STRIKE.

Chicago, March 25.—Several hundred steel workers' helpers, employed by the Western Steel Car and Foundry company at Hegewisch recently struck to enforce wage increases from 20 cents an hour to 25 cents. After a short conference the company compromised on a 22 cent increase.

SECTION MEN STRIKE.

Decatur, Ill., March 25.—More than 100 section men on the Wabash railroad are striking for $2 a day. The present rate is $1.75.

PRESIDENT GOMPERS URGES CONGRESS TO PROBE PORTO RICO

Washington, March 25.—"Rights assured Porto Rico workers under Spanish domination are denied them now," declared President Gompers, last Wednesday, before the senate committee on Pacific islands and Porto Rico.

The A. F. of L. executive urged that congress appoint a commission to investigate conditions in that island before legislation of a fundamental character is adopted.

"I feel that commission accept every courtesy from Porto Rican officials," he said, "but let it go to the heart of the people, victims of cruel injustice by plotters who have been given every assistance by the government."

Senator Vardaman rebuked President Gompers if this was the "same crowd of buccaneers that is in the United States."

"They are more conscienceless, for these forces in this country can not run amuck as they do in Porto Rico," replied the unionist, who spoke from first-hand knowledge because of his recent visit to that country.

It was stated that in the present strike of agriculturalists men are clubbed, orders are issued that meetings of more than more persons shall not be permitted, and workers are assaulted, threatened, jailed and intimidated against exercising their inherent rights. President Gompers submitted a letter of Governor Yager in correspondence to the committee relative to the treatment of workers. He read one letter in which it was stated that official defended a policeman who clubbed workers. The official said that if the policeman did not discipline the workers the latter might become dangerous, and that the policeman would be reprimanded."

In closing his appeal that the senate committee favor the Porto Rican investigating commission before any Porto Rico organic legislation is passed, President Gompers said:

"The organized workers of Porto Rico is the only force in that country that has ties between that country and the United States. Every other element stands for destruction or are separatists."

NEWSPAPER DEFENDS STRIKERS

Scranton, Pa., March 25.—The Sunday Scrantonian handles the Wilkes-Barre Street Car company, its strikebreakers and the Waddell detective agency without gloves because of the long street car strike in that city. The strike is said to have been one for five days and the Scrantonian declares the lines are not being patronised "by the decent people of the valley."

"This has been a remarkable struggle in the matter of fairness," says the paper. "With the newspapers against the men and every influence that could be exerted against them, through the worst part of the winter has refused to ride, and each day, in spite of all, it has been worse for the part of them, has witnessed a renewal along this line.

"The Waddell strike agency has been given a fine 'bump' in that city. It recently left the city with its tail between its legs. The lawsuits brought against the men have only served to increase the public sentiment against the agency. Even when it is said today that the strike has been won by the trolley men, it is to enlarge upon it.

"Decent people of Wilkes-Barre and the other towns have no use for scabbers and spies. They will treat them concisely during the winter and now that the days are longer and the silver moon continue to walk or ride the jitneys."

LOW WAGE WORKERS STRIKE.

Chicago, March 25.—Because of a strike of several hundred workers, the immense plant of the Corn Products Refining company in this city, the largest plant of the world, was forced to suspend operations. The strikers are demanding 20 cents an hour. Manufacturers are receiving but 17 1-2 cents an hour. The factory has been running at top capacity in the manufacture of starch, 7 cents a day and turning out starch, corn syrup, artificial rubber and scores of by-products.

Later, Superintendent Jeffries agreed to pay those of the strikers "who were faithful" an increase of 1-4 cent. The official said he made this offer "on his own hook" as the Waddell-Baldwin detective agency is furnishing special guards to the company. Among these thugs are said to be several gunmen, wanted in the Muscatine, Iowa, button workers in their strike several years ago. Requisitions have been ordered to stay inside the plant by the authorities. A. F. of L. Organizer Flood, together with Secretary Nockels, representing the Nockels of the Chicago federation of labor are assisting the strikers, while Organizer Gompers is also interested in the work. About 12 languages, including Turkish and Magar, is spoken by these workers.

NEWS FROM FALL RIVER.

Fall River, Mass., March 25.—Iron moulders have secured wage increases of 25 cents a day in one shop. After a three days' strike the following new wage agreement posted the increase and stated it "was being considered when the strike was called." When the grievance committee visited the company officials, they declared they intended running a non-union or so-called "open" shop. The strike is still on at this place, as the moulders refuse to exchange their unionism for 25 cents a day.

At a meeting of Portuguese, Hebrew, French and Canadian-French unionists' locals a demand for an increase of 10 cents an hour, to take effect May 1, was agreed on.

The strike of freight handlers and longshoremen for wage increases from 19 cents an hour to 22 cents an hour for supper, is still on. A gang of strikebreakers was imported from Boston, but they refused to work, following the action of their destruction of the company's property.

ARMOR PLATE BILL PASSED.

Washington, March 25.—By a vote of 56 to 9 the senate today put a bill authorizing the construction or purchase of a government armor plate plant at a cost of $11,000,000. Debate on the bill was marked by much bitterness. Senator Ashurst attacked "certain Presidential candidates" for defending the "most outrageous monopoly in the United States." The measure now goes to the house.

EMBROIDERY WORKERS WIN.

New York, March 25.—After a six weeks' strike embroidery workers have secured union shop conditions. The Embroidery Manufacturers' association has signed contracts to this effect. This settlement will have an influence on the Jersey City strike and also on the independent shops in this city, unionists say.